



# ARKANSAS RAILROADER



VOLUME 21 NUMBER 5

MAY 1990

LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

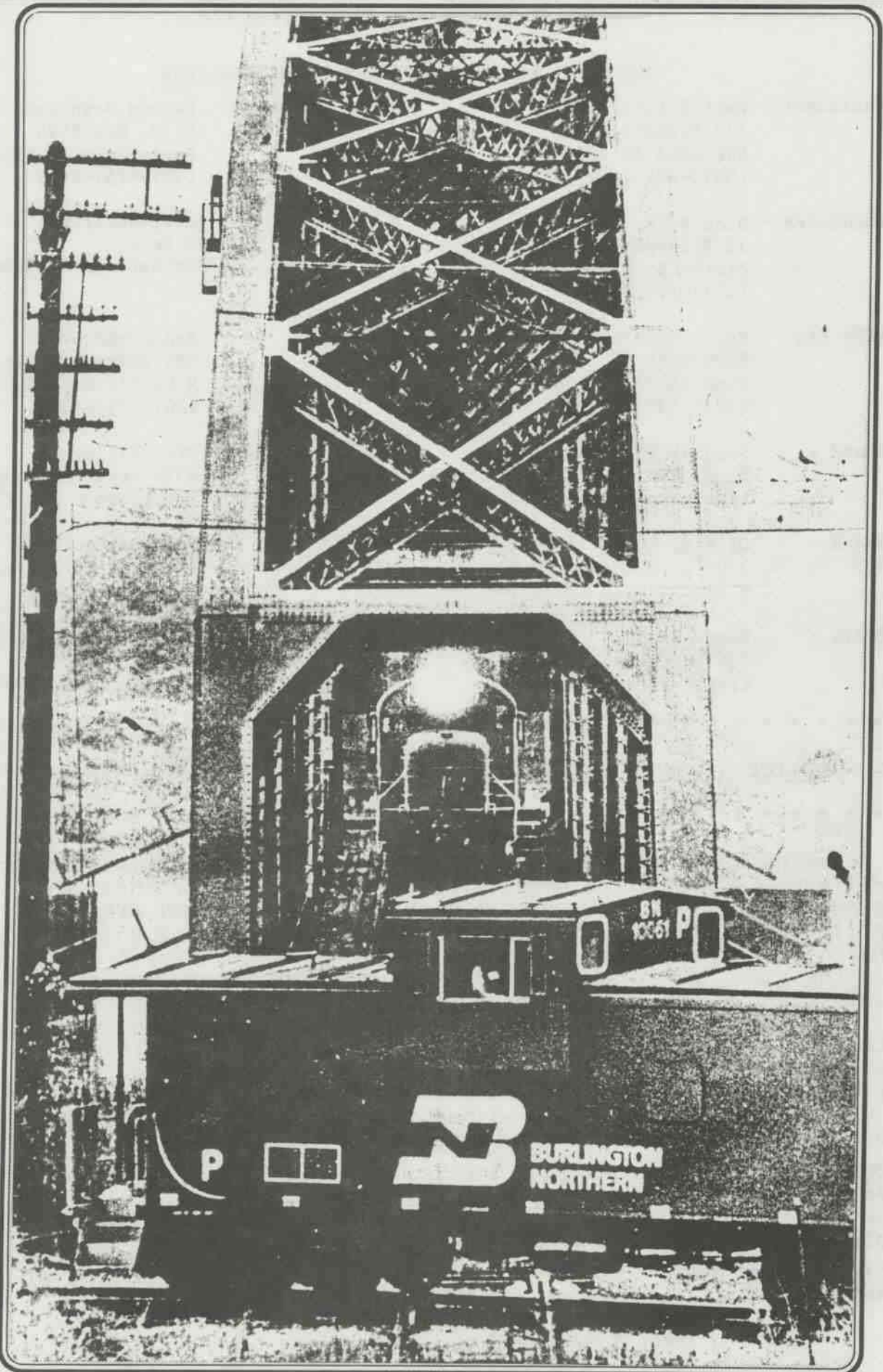
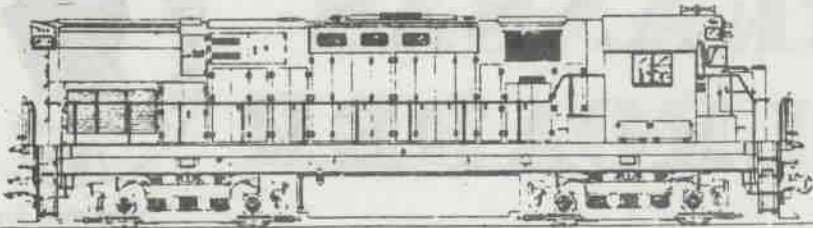


Photo By John M. Martin

*Action at East Little Rock! Little Rock and Western RS-3 #305 has just delivered to the Cotton Belt Interchange in North Little Rock and is now heading home, only to be blocked by one of those 111 car unit coal trains heading for AP&L's White Bluff Plant. The bridge has been returned to its normal "up" position behind the 305 and now just the caboose bars their movement. Alas all in this scene is but a memory. The RS-3, the Crossing and a caboose on a Coal Train!*



# GENERAL NEWS

C424

## CLUB HAPPENINGS - ANNOUNCEMENTS

### 1990 OFFICERS OF THE ARKANSAS RAILROAD CLUB

- |  |  |
|--|--|
| <i>President</i> - Matt Ritchie<br>111 Tenkiller<br>Sherwood AR 72116<br>(501)-834-4449      | <i>Vice-President</i> - Barton Jennings<br>P. O. Box 6695<br>Springdale AR 72765<br>(501)-751-8975 |
| <i>Treasurer</i> - Dick Byrd<br>12 Flintwood Drive<br>Little Rock AR 72207<br>(501)-225-7354 | <i>Secretary</i> - Polly Hamilton<br>20 Dell<br>Hot Springs AR 71901                               |
| <i>NRHS Rep</i> - Peter Smykla<br>2800 West 37<br>Pine Bluff AR 71603<br>(501)-535-4724      | <i>Editor</i> - Ken Ziegenbein<br>905 Valerie Drive<br>N Little Rock AR 72118<br>(501)-758-1340    |
| <i>Board</i> - Stanley Wozencraft<br>P. O. Box 1938<br>Little Rock AR 72203                  | <i>Board</i> - Bill Bailey<br>8318 Reymere Drive<br>Little Rock AR 72207                           |
| <i>Board</i> - Clifton E. Hull<br>3507 E. Washington, #31<br>N Little Rock AR 72114          | <i>Board</i> - William Church<br>5619 Bel Caro Place<br>N Little Rock AR 72118                     |
| <i>Board</i> - Randy Tardy<br>226 Englewood Road<br>Little Rock AR 72207                     | <i>Board Tres</i> - Polly Hamilton<br>20 Dell<br>Hot Springs AR 71901                              |

\*\*\*\*\*  
 - - NOTICE --- MEETING DATES CHANGED NEXT TWO MONTHS --- NOTICE - -  
 \*\*\*\*\*

The next two meetings of the Arkansas Railroad Club will be on different Sundays from usual. The MAY MEETING will be held on Sunday, MAY 20 at 2:00 PM. Also, the meeting will **NOT MEET AT THE USUAL PLACE**, but instead convene for a tour of Union Pacific's North Little Rock Dispatching Center on 1000 West Fourth Street (this is the place our club used to always meet, remember?). Just drive into the visitor parking lot at the Union Pacific building.

Looking to the June meeting...it will be held at the usual place, the Twin City Bank building on Main Street in North Little Rock, but will meet on JUNE 3 instead of June 10 (since U.P.'s 844 will be steaming from North Little Rock to Poplar Bluff and St. Louis on the 10th). The program for June 3 has not been announced. (There will be another RAILROADER out before the June meeting)

**ORDER OF BUSINESS CHANGED** - The Club membership that attended the April 8 meeting voted to change the order in which the club does business. Beginning with the June 3 meeting, the PROGRAM will be given first, followed by a break, and then the business meeting.

**STORIES TYPED BY:** F&P Story - John Martin; "Four Generations of Rails" - Bill Church. Rest typed by your editor.

(CLUB HAPPENINGS continued on Page 12)

# FORDYCE AND PRINCETON ALMOST DISAPPEARED 10 YEARS BEFORE THE END OF THE ROCK ISLAND

*From the files of the Rock Island Lines  
Collection of John M. Martin*

*In 1970 the following memo was received at the Biddle office of the Assistant Superintendent C. F. Haley and South end trainmaster R. G. Huff.*

El Reno - January 30, 1970

**PERSONAL AND CONFIDENTIAL**

**Messrs:** R. G. Huff  
C. F. Haley

Will you immediately make a survey or study of the operation of the Fordyce and Princeton Railroad to determine what would be involved if the Rock Island assumed the switching on the Fordyce and Princeton. What would be the anticipated cost for performing this work amount to and could it be absorbed by our existing crews? If not, what changes would have to be made?

This must have your prompt attention.

W. C. Hoenig

cc: Mr. J. E. Hare

*In a matter of days the following response was drafted and forwarded from Biddle yards:*

**PERSONAL**

Little Rock, February 9, 1970

Mr. D. E. Visney,

This is in reference to your letter of January 30, 1970, concerning survey or study of operations of the Fordyce and Princeton Railroad, at Fordyce, Arkansas.

Mr. R. G. Huff and I checked the F&P Railroad at Fordyce on February 3, 1970. The F&P Railroad switch engine went to work at 7:00 a.m., and switched until 12 noon, and again switched and delivered cars to the Cotton Belt and Rock Island from 3:00 p.m. until 4:25 p.m., for a total of 6 hours and 25 minutes.

For the month of January, 1970, we received from the F&P railroad 173 loads and 14 empties, and delivered 12 loads and 166 empties. I was unable to get the information exactly on the number of cars handled for the Cotton Belt, but according to our agent, for the month of January they handled approximately 135 cars from the Cotton Belt, and delivered approximately 135 cars. This would be a total of 635 cars handled for a 30-day period.

If we take over the switching of this railroad it would require that we put a switcher on at Fordyce to handle this, plus our other business. At the present time we would be unable to perform

this switching with our present crews as we are running the Camden Local from El Dorado tri-weekly, and he is averaging approximately 10 to 11 hours daily on this trip.

I suggest that the Traffic Department make a study of our portion of revenue before we would consider taking over this operation.

C. F. Haley  
Assistant Superintendent

CC: J.E. Hare

*The suggestion that the traffic department make a revenue and operations study was taken and Mr. B. B. Brenton came to the South to make the study. His report was as follows:*

At Little Rock  
March 26, 1970

Mr. C. R. Grogan,

Reference yours of March 16, 1970, file 59179, covering proposal by the Georgia-Pacific Lumber Company to sell the Fordyce and Princeton Railroad at Fordyce, Arkansas to the Rock Island.

**Facts of the Operation are as follows:**

The railroad is operated by:

(a.) Mr. David Smith who acts as Railroad Superintendent, and is Office Manager for the Georgia-Pacific at Fordyce; has actually little railroad knowledge.

(b.) One Engineer-Conductor-Clerk-Mechanical man, has 6 years service; pay \$2.35 per hour, receives overtime after 8 hours. No overtime for Saturday or Sunday unless after 8 hours. Engineer keeps record of all inbound car numbers, initial of empties and loads, date received, most of outbound loads.

(c.) Two Brakemen, one with 14 years service, one with 10 years service, act as brakemen while engine is being used, when engine on spot both men do any type of work required.

(d.) One section man / extra brakeman, 6 months service.

**Locomotive**

660 h.p. Alco switch engine, built June of 1950.

**Service Requirements**

At the present time Chipper track must be pulled between 7:00 a.m. and 9:00 a.m., Rock Island yard checked for empties to keep chip facilities in operation; also empties for plywood loading and flats for hardwood loading at Bruce Lumber, and any inbound loads, such as glue, flour, resin, or corn cobs needed.

The entire operation is pull from Rock Island Yard, run around the cars and shove to a spot.

In pulling loads from every location, again is pull, run around and shove to Rock Island yard.

About 2:00 p.m. a switch is required at Bruce Lumber, plywood shed and late pull of chip track and delivery to Rock Island Yard. It is not so much the amount of switching required as the spread of time when required.

Tuesday, March 24, 1970

Total Time: 7:00 a.m. - 6:20 p.m.

including 30 min lunch, Total: 10 hours 50 minutes

Switching time: 6 hours 29 minutes

Fuel Engine: 26 mins.

Spot time: 4 hours 24 mins.

Wednesday, March 25, 1970

Switching time 4 hours 10 minutes

Engine to house at 11:16 a.m. to clean brake cylinders.

Afternoon switch to be done when work on locomotive is completed.

**Present Switch Charges**

\$11.50 per load for Rock Island and St. Louis Southwestern

**Business**

	St. Louis - Southwestern		Rock Island	
	<u>Inbound</u>	<u>Outbound</u>	<u>Inbound</u>	<u>Outbound</u>
1969				
February	4	118	10	129
March	4	139	12	117
April	4	126	12	122
May	2	115	31	129
June	1	136	13	131
July	2	140	12	160
August	2	115	12	178
September	0	108	12	131
October	8	129	16	170
November	4	125	11	146
December	1	121	13	156
1970				
January	3	140	12	176
February	0	129	11	185
<b>Total</b>	35	1,641	177	1,926

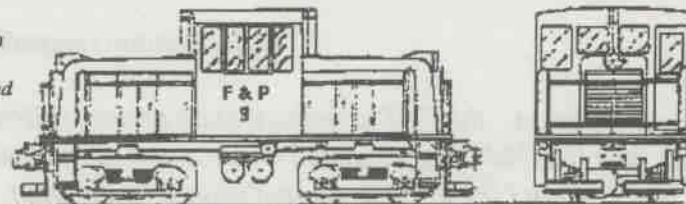
St. Louis-Southwestern outbound traffic is basically plywood and hardwood.

Rock Island outbound traffic is basically wood chips. The major part of plywood and hardwood move St. Louis-Southwestern. The outbound business is dependent on car supply.

**Physical Aspect of Fordyce and Princeton Railroad**

Total Track Mileage	13,164 ft. or 2.49 miles
Main track	6,068 ft. or 1.14 miles
Side tracks	7,096 ft. or 1.35 miles
45 lb. rail	1,005 ft.
60 lb. rail	1,875 ft.
80 lb. rail	906 ft.
85 lb. rail	9,280 ft.

F&P #1 their first diesel, was a 45-ton G.E. Unit was replaced by the Alco switcher mentioned in the above report. This loco ended up on the Louisiana and Pine Bluff Railroad at Hutting, AR.



**Track Lengths**

<u>Track</u>	<u>Length</u>	<u>Switch Point</u>	<u>Rail</u>	<u>Frog</u>	
Core Chipper Spur	456 ft.	good	good	60 lb.	#7
Bruce Runaround Track	867 ft.	good	good	567'-60 lb. 300'-80 lb.	#8 N. #9 S.
Elrod Yard Lead	500 ft.	good	good	150'-85 lb. 350'-60 lb.	#8
Elrod Pole Yard Spur	805 ft.	fair	good	45 lb.	#8
Log Yard Spur (built 1968)	300 ft.	good	good	60 lb.	#8
Pulpwood Yard Spur (built 1969)	906 ft.	good	good	80 lb.	#9
Loading Dock Spur	1,100 ft.	good	good	200'-45 lb. 200'-60 lb. 700'-85 lb.	#8
Runaround track (built 1969)	571 ft.	good	good	85 lb.	#8
New Chip track (built 1969)	1,283 ft.	W.E. Fair E.E. Good	good	85 lb.	#8
Engine House Lead (built 1969)	308 ft.	good	good	85 lb.	#8

One curve - Minimum 10 Deg. Maximum 21 deg.

**Drainage**

- (1) 30" C.M.P. 36' long under Bruce Runaround track and main track.
- (2) 3-72" C.M.P. 36' long with concrete headwall on each side near the south end of the Bruce Runaround.
- (3) 12" C.M.P. 20' long near cord Shipper Spur.
- (4) 14" C.M.P. 20' long under loading dock spur.

Tie condition is fair to good - estimate 50% of ties without tie plates.

**Conclusion**

1. Rock Island locals arrival at Fordyce too inconsistent to assure Georgia Pacific a regular established switching time.
2. Spread of desired switches by Georgia Pacific at the present time dictates the establishment of an engine at Fordyce.
3. Revenue at \$11.50 per load would not offset expense of an assigned engine, even if the Rock Island could obtain 100% of the traffic.

B. B. Brenton (signed)

*Thus on this recommendation, the F&P remained as an private railroad until the demise of the Rock Island, at which time the F&P was expanded under a new corporation which absorbed a part of the former Rock Island Main Line to Tinsman and branch to Crosssett.*

# ROSTER

## FORDYCE & PRINCETON RAILROAD CO. FORDYCE LUMBER CO.

### FORDYCE, ARKANSAS

The Fordyce Lumber Company was purchased by Georgia Pacific in 1963. The Fordyce and Princeton Enginehouse burned March 18, 1946 with Locomotive #8 inside, destroyed.

1	Shay (two-truck)	Lima #248 8/1889	3-foot gauge
2	Shay (two-truck)	Lima #468 4/1894	3-foot gauge
3	Shay (two-truck)	Lima #531 5/1897	3-foot gauge
4	Shay (two-truck)	Lima #576 7/1899	3-foot gauge
5	Shay (two-truck)	Lima #866 4/1904	Standard gauge
6	Shay (two-truck)	Lima #1976 10/1907	Standard gauge
7	Shay (two-truck)	Lima #2061 12/1907	Standard gauge
8 12)	4-6-0	Lima #1070 2/1908	17x24" 48" Standard gauge (RLHS)
2	2-6-0	Alco 1907	No other Info
101	2-8-0	Baldwin #55644 Blt 1922. Originally TA&G, sold to F&P in 1931, retired in 1948 upon arrival of Fordyce Lumber Company #9. Conveyed to City of Little Rock April 19, 1960 and placed on display at Little Rock City Zoo. Removed and Sold to Ray Fureigh (manager of Haverty's Furniture in LR) 1987. Moved by truck to a used crosstie dealer's lot south of Jaccuzzi in Little Rock. Plans to restore and operate on LR&N never evolved.	
570	2-8-0	Baldwin	Saunders's Photo

### Diesels

1	S-2	Alco #78140 6/1950 Originally Hammond Lumber Company #1, then Oregon, Pacific and Eastern #101, then Feather River #101 (cir 9/65). Then Georgia Pacific #?, (cir 1/67), then Fordyce and Princeton #1. Renumbered #660 in 1980.	
?	45 ton	General Electric. Originally Crossett Chemical #7, then Georgia Pacific #?, then F&P #?, then sold to George Silcott (dealer) who resold to Cameron Iron Works #D-002.	
9	45 ton	General Electric #29883 7/1948. Originally Fordyce Lumber Co. #9, then Fordyce and Princeton #9. Sold to Louisiana and Pine Bluff, Huttig, AR, and #35. Sold to George Silcott (dealer) in 8/1973.	

1503 SW1500 GM/EMD. Former AD&N built 1970.

1504 SW1500 GM/EMD #31746 7/1966. Built for Rock Island as #941, Purchased at Rock's demise by Chrome Crankshaft, rebuilt at Silvis Shops and sold to F&P 2/1982.

1805 GP28 GM/EMD 1964. Ex IC 9436.

Notes:

1910 Lumber Guide shows: Std Gauge, 22 miles, 40 & 35 lb rail, 5 locos and 100 cars, 1 McGiffert Loader.

*The Orient restored*  
EFFECTIVE NOVEMBER 15  
Coach, Chair Car  
and Sleeper

Between  
**Little Rock**  
and  
**El Dorado**

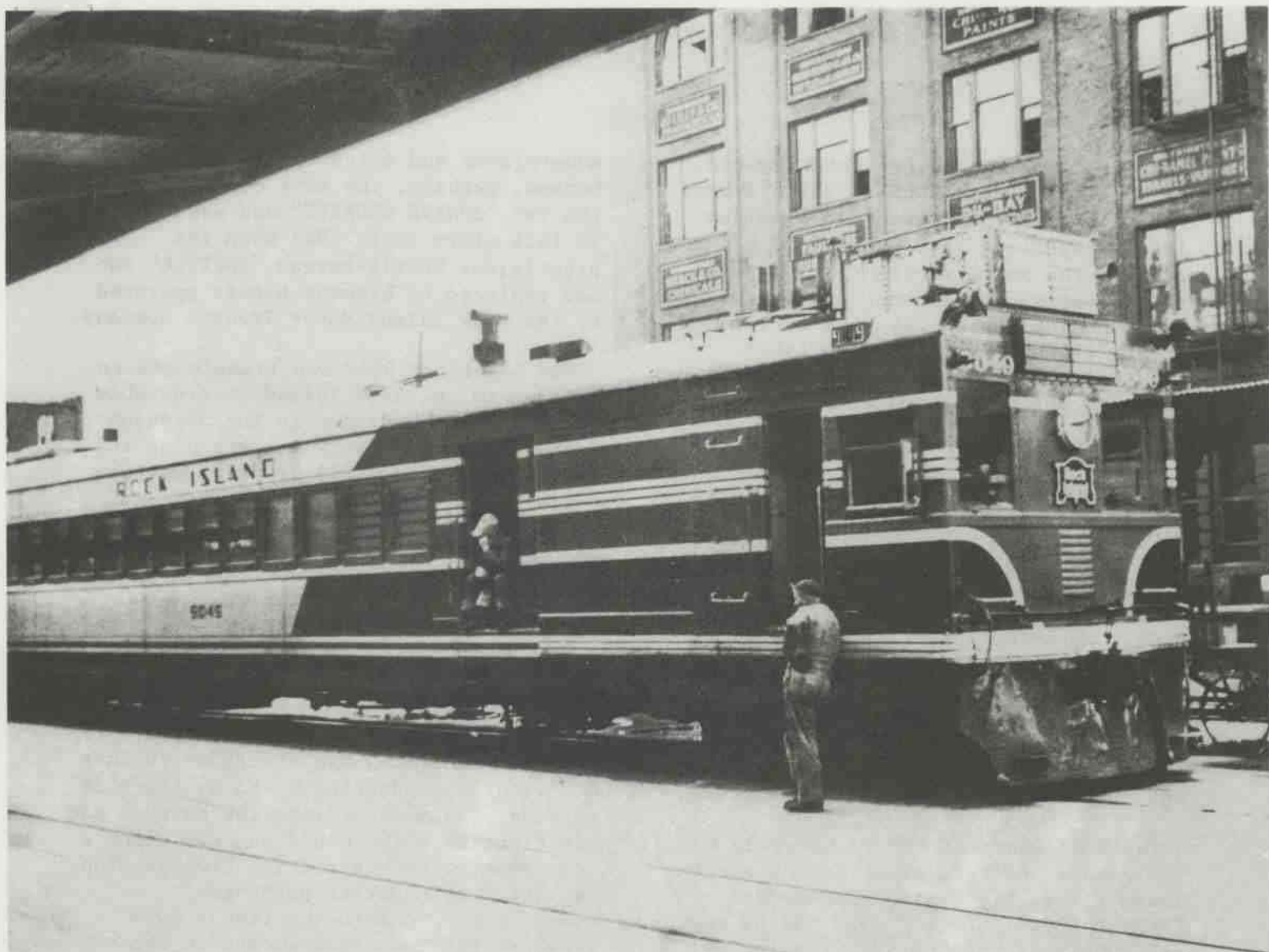
NORTHBOUND		SOUTHBOUND	
Lv. El Dorado	7:00 p.m.	Lv. Little Rock	2:15 a.m.
Lv. Smackover	7:45 p.m.	Ar. Gurdon	4:30 a.m.
Lv. Camden	8:30 p.m.	Ar. Camden	6:15 a.m.
Ar. Gurdon	10:05 p.m.	Ar. Smackover	7:00 a.m.
Ar. Little Rock	12:30 a.m.	Ar. El Dorado	7:45 a.m.

Direct connections at Gurdon for Texas—  
at Little Rock for Memphis and St. Louis

Trains 832 and 633 will be dis-  
continued between El Dorado  
and Gurdon effective same date.

MISSOURI  
PACIFIC





ROCK ISLAND Railcar #9049 at Des Moines, Iowa. (Jim Bennett collection)

#### ROCK ISLAND NO. 9049

by: Jim Bennett (3-13-90)

Rock Island No. 9049 began its career as one of five Gas-Electric Rail Motor Cars in series 9045-9049 built by the St. Louis Car Company to steam-road specifications for Rock Island branch line and local service. The olive-green cars could accommodate up to 77 passengers in a 3-2 seating arrangement, were trimmed inside with mahogany, heated with hot water, were electrically lighted and equipped with storm sash for winter-time operation.

There was nothing especially remarkable or extraordinary about these five cars, utilitarian in design, going into branch line and local service alongside similar Rock Island cars from other builders, including five of the famed "needle-nosed" cars from the McKeen Motor Car Company. But things were soon to change, at least for the 9049.

The year was 1937 and the strikingly-beautiful and modernistically-appointed fleet of six Budd-Built semi-articulated "ROCKET" streamliners had been delivered and placed in service on five mid-western routes of "The Road Of Planned Progress." Rock Island management chose the 9049 as one of two cars (the other was the 9090, built in 1929 by the Standard Steel Car Company) to be put through the shops for up-grading and modernization, to emerge as "JUNIOR ROCKETS" to serve as "connecting trains" to the new, swift, colorful, light-weight and diesel-powered "ROCKETS".

Both the 9049 and the 9090 received air-conditioning, comfortable reclining seats, attractively pastel-painted interiors, enlarged and expanded lavatory and restroom facilities, roller bearings,

and the colorful and eye-catching red, maroon and silver "ROCKET" paint scheme and trim. Modernistic raised aluminum letters spelling "R O C K E T J R" adorned the solid window panel between the operators compartment and the baggage door opening, which gave the cars added "flair". (This lettering was later changed to "T H E R O C K E T" which was standard for the passenger diesels).

The railroad name and car number were applied to the silver-painted sides in Rock Island streamline black. The 9049, alone, received additional and distinctive "streamstyling" with the application of maroon-painted skirting extending full-length along its lower car sides, matching the streamlined pilot with its enclosed coupler. The addition of this low, continuous skirting which partially covered the trucks and almost completely covered the car's underbody equipment, gave the 9049 a very "racy" and "ultra-modern" appearance indeed!

The 9049 was sent out to Colorado to run as a connecting train to the short-lived tri-weekly Kansas City-Denver "DENVER ROCKET" (which used one of the 3-car Budd-built "ROCKETS"), running as trains 511-512 "ROCKET MOTOR CAR" between Limon and Colorado Springs. Rock Island records and public timetables show the 9049 assigned this service beginning October 25, 1937. But by late 1938 the 9049 had been reassigned to the Rock Island Division in Illinois and placed in service on the heavily-travelled, highly-popular 47-mile run between Peoria (Illinois' second largest city) and the main-line connection at Bureau, making two (and possibly three) round trips daily, as trains 221-222; 227,228 "ROCKET MOTOR", connecting Peoria with all important main-line Rock Island trains to and from Chicago, the west and southwest at Bureau.

The 9090 was sent out to Oklahoma to run as the "SHUTTLE ROCKET" on the 26-mile run from El Reno (on the north-south "Mid-Continent" route) into Oklahoma City, at various times handling a thru, streamlined coach off the "TEXAS ROCKET" for the Sooner State's capitol.

Both the 9049 and 9090, during the course of their careers, were re-engined -- the 9049 with a 275-HP Sterling "Viking" diesel and the 9090 with a 400-HP Caterpillar diesel. The 9049, due in large part to the "added touch" of its

modernistic and attractive "skirting" became, perhaps, the most celebrated of the two "JUNIOR ROCKETS" and was to bask in this glory until 1941 when the prestigious Peoria-Bureau "SHUTTLE" run was replaced by highway busses operated by the Rock Island Motor Transit Company.

The beautiful 9049 was transferred to other service. Rock Island records show the car being assigned to the Arkansas Division in October 1942, remaining in this service thru 1944, running as the daily "Motor Car" between Memphis and Little Rock. By May 1946, the 9049 had been reassigned to the Oklahoma Division, where it served into 1947, running as the "SHUTTLE ROCKET" between El Reno and Oklahoma City. Records then show the 9049 assigned in July 1948 to the local run out of Des Moines to Washington, Iowa.

Rock Island diagram #169 (revised 5-16-50) shows the 9049 had undergone further modifications adapting it to system-wide service, inasmuch as interior changes and additions show two men's and two women's restrooms, with a partition dividing the car into two separate passenger compartments to meet the (then) "Jim Crow" segregated requirements in the south and southwest.

An interesting sidelight to the car's distinctive history was an independent promotional program sponsored by a leading breakfast-foods company in the 1940s when the 9049 was selected as one in a series of railroad prototypes to grace the side of a cereal box as a very colorful, properly-scaled and correctly-lettered 'cut-and-assemble' model!

Meantime, the 9090 continued in regular service, most often found on the El Reno-Oklahoma City "SHUTTLE" run. Also, by this time, both the 9049 and 9090 had been joined in the famous "ROCKET" exterior color scheme by nearly all the other existing motor cars, including the interesting "Baggage-Car Motors". However, none attained the individuality and popularity of the two "JUNIOR ROCKETS".

The 9049 received a "face lift" which gave it an even more attractive appearance. The front of the car was restyled with larger modernistic windows, a re-located headlight, and with the "ROCKET" color scheme brought around the front (to match the passenger diesels). (Unfortunately, "THE ROCKET" aluminum lettering was removed).

The days of the two "streamstyled" cars were swiftly drawing to a close, for official Rock Island records state: "THE 9049 WAS DESTROYED BY FIRE AT NEWBY, TEXAS ON SEPTEMBER 19, 1950". Newby was located on that part of the system operated jointly with the Burlington as the "Burlington-Rock Island," the route that also saw daily passage of the "SAM HOUSTON ZEPHYR" and the "TWIN STAR ROCKET." It is assumed the 9049 was running in regular service, protecting a local schedule when the misfortune occurred. It is altogether fitting and proper, then, that this "prima-donna" of Rock Island Rail Motor Cars should have left active service in a "Blaze of Glory" rather than have followed its more

plebeian sisters (and cousins) into oblivion, each of which met its fate either at the hands of the scrapper's torch, or was down-graded into work equipment (the 9070 and 9090 became weed-spray cars), or simply humbly and ignobly re-trucked to become nondescript shop buildings, wayside shelters or shanties.

Thus ended the colorful, innovative and interesting era of the "JUNIOR ROCKETS" on "THE ROAD OF PLANNED PROGRESS".

- END -

# Rock Island Lines

## Route of the Rocky Mountain Limited

Table No. 41—MEMPHIS, LITTLE ROCK, EL RENO, TUCUMCARI AND EL PASO.

December 15, 1929.										December 15, 1929.									
41-603	603	41	III	Mis.	42	II	808	48	50	51	III	41	Mis.	52	II	42			
A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.			
7:00	7:25	7:45	8:10	8:35	8:55	9:15	9:40	10:00	10:20	11:20	11:40	12:00	12:20	12:40	1:00	1:20			
7:30	7:55	8:15	8:40	9:05	9:25	9:50	10:10	10:30	10:50	11:50	12:10	12:30	12:50	1:10	1:30	1:50			
7:50	8:15	8:35	9:00	9:25	9:45	10:10	10:30	10:50	11:10	12:10	12:30	12:50	1:10	1:30	1:50	2:10			
8:10	8:35	8:55	9:20	9:45	10:05	10:30	10:50	11:10	11:30	12:30	12:50	1:10	1:30	1:50	2:10	2:30			
8:30	8:55	9:15	9:40	10:05	10:25	10:50	11:10	11:30	11:50	12:50	1:10	1:30	1:50	2:10	2:30	2:50			
8:50	9:15	9:35	10:00	10:25	10:45	11:10	11:30	11:50	12:10	1:10	1:30	1:50	2:10	2:30	2:50	3:10			
9:10	9:35	9:55	10:20	10:45	11:05	11:30	11:50	12:10	12:30	1:30	1:50	2:10	2:30	2:50	3:10	3:30			
9:30	9:55	10:15	10:40	11:05	11:25	11:50	12:10	12:30	12:50	1:30	1:50	2:10	2:30	2:50	3:10	3:30			
9:50	10:15	10:35	11:00	11:25	11:45	12:10	12:30	12:50	1:10	1:30	1:50	2:10	2:30	2:50	3:10	3:30			
10:10	10:35	10:55	11:20	11:45	12:05	12:30	12:50	1:10	1:30	1:30	1:50	2:10	2:30	2:50	3:10	3:30			
10:30	10:55	11:15	11:40	12:05	12:25	12:50	1:10	1:30	1:50	1:30	1:50	2:10	2:30	2:50	3:10	3:30			
10:50	11:15	11:35	12:00	12:25	12:45	1:10	1:30	1:50	2:10	1:30	1:50	2:10	2:30	2:50	3:10	3:30			
11:10	11:35	11:55	12:20	12:45	1:05	1:30	1:50	2:10	2:30	1:30	1:50	2:10	2:30	2:50	3:10	3:30			
11:30	11:55	12:15	12:40	1:05	1:25	1:50	2:10	2:30	2:50	1:30	1:50	2:10	2:30	2:50	3:10	3:30			
11:50	12:15	12:35	1:00	1:25	1:45	2:10	2:30	2:50	3:10	1:30	1:50	2:10	2:30	2:50	3:10	3:30			
12:10	12:35	12:55	1:20	1:45	2:05	2:30	2:50	3:10	3:30	1:30	1:50	2:10	2:30	2:50	3:10	3:30			
12:30	12:55	1:15	1:40	2:05	2:25	2:50	3:10	3:30	3:50	1:30	1:50	2:10	2:30	2:50	3:10	3:30			
12:50	1:15	1:35	2:00	2:25	2:45	3:10	3:30	3:50	4:10	1:30	1:50	2:10	2:30	2:50	3:10	3:30			
1:10	1:35	1:55	2:20	2:45	3:05	3:30	3:50	4:10	4:30	1:30	1:50	2:10	2:30	2:50	3:10	3:30			
1:30	1:55	2:15	2:40	3:05	3:25	3:50	4:10	4:30	4:50	1:30	1:50	2:10	2:30	2:50	3:10	3:30			
1:50	2:15	2:35	3:00	3:25	3:45	4:10	4:30	4:50	5:10	1:30	1:50	2:10	2:30	2:50	3:10	3:30			
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3:50	4:15	4:35	5:00	5:25	5:45	6:10	6:30	6:50	7:10	1:30	1:50	2:10	2:30	2:50	3:10	3:30			
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## OPERATION LIFESAVER CONTEST

Don Puckett, Operation Lifesaver Representative of the Cotton Belt Railway in Pine Bluff, sent in the following winning essay written by a high school student. The Arkansas Operation Lifesaver Committee sponsored a state-wide essay contest for high school seniors this year with the theme being: "Practicing Safety at Railroad Crossings." The purpose of this was to further spread the Operation Lifesaver message and provide an opportunity for the youth to use their creative talents by expressing themselves through their own original works. The winners of the essay contest are as follows:

- 1ST PLACE - KACIE RICHARDSON, Gassville, AR - \$1,000.00
- 2ND PLACE - HEATHER WEGER, Pine Bluff, AR - \$500.00
- 3RD PLACE - SHIELA HATMAN, Valley Springs, AR - \$250.00
- 4TH PLACE - CRYSTAL BELL, Watson Chapel, AR - \$250.00

Following is a copy of the winning essay:

### A FATAL DECISION

by: Kacie Richardson

How many times have you had to stop at a railroad crossing to wait for a train? Doesn't it usually seem like between the time the red light starts flashing and the time the train actually gets there that you could have made it by? Isn't that irritating? How many times have you tried to beat the train? Did you know that in 1988, 77 people were injured and 20 were killed in Arkansas doing just that?

There are hundreds of people killed every year in the United States in railroad accidents. One of the main causes is impatience. Some people speed up when they see the red lights flashing and the gates coming down. They don't want to wait an entire three to five minutes for a train to go by. After all, they have better things to do. What they don't consider is the fact that if they don't beat the train, they might not even live to see the next three to five minutes. Or, if they do, it might be months of minutes before they even get out of bed, the hospital bed, that is. Is saving these few minutes worth it?

The other major cause of railroad accidents is inattention. A lot of people do not come across railroad tracks enough to recognize the warning signs and pavement markings used to inform drivers of the dangers. When they pass them, they ignore them. Most crossing accidents happen within 25 miles of home. People coming from long

trips tend to be less attentive of everything except the fact that they are almost home. They neglect to notice the less obvious warning signals. If there are no lights or gates, they usually don't know they are about to cross tracks until they are almost on them, and by then it is usually too late to stop.

Unfortunately, in most railroad accidents the driver of the car is not the only one in danger. The engineer and the other crew are also in danger. If a train hits any obstruction on the track that keeps it from going forward -- a car, for instance -- it will derail. If the train is carrying gas or any other highly flammable item or hits a truck carrying such flammables, the substance is likely to ignite, eventually engulfing the train in fire. The workers on the train can be seriously injured or even killed because of one person's mistake. That is a lot of weight to carry around for a lifetime, if the driver survives.

Avoiding these fatal mistakes takes following rules and learning some things. First, most drivers don't realize the distance a train needs to come to a complete stop. They just figure if they get in the way of a train, it will stop. It can't. For example, a 150-car freight train traveling at 40 miles per hour needs one mile to stop. By the time the engineer sees a car in danger, it is way

too late to stop.

Second, remember that trains could come at any time. A driver should always look before crossing tracks. If the tracks are at an out-of-the-way place and do not have the benefit of lights or gates, it is necessary to listen for a train and look before crossing the tracks. If there is no way to move the car before the train comes, leave it! It doesn't matter if it is a new Porsche or Cadillac, life is more important than money any day!

Third, if there are multiple track crossings, watch out! After one train goes by, another could be coming. Also, a standing, non-moving train can hide a moving one. It is always best to be cautious and take careful notice of warning signs and signals at railroad crossings.

The next time you think about trying to beat a train across the tracks, remember, it is a race of life or death. Nobody can keep winning forever; the more you do win, the more the odds stack up against you. Don't blow it off. Think carefully before you make your choice of whether to go or wait. Watch out. It could be a fatal decision. I hope you make the smart one, the right one, but if it's not, good luck. You are going to need it. You could be the next statistic.

- END -

## Four Generations of Rails

by

William Church

(From, "Memories of My Love Affair With The Blue and Gold")

Railroading is just a way of life for some people, but for me, a fourth-generation rail, it is a family affair dating back to the link-and-pin days of the 1860's. While our first generation were mostly home guard-railroader who chose to remain on their own streak of rust-my grandfather and namesake, Bill Church, became a boomer conductor, never until his middle years putting down roots, at any place but raising a family in various locations.

"We moved so often," my grandmother quipped, "that whenever I entered the hen house the chicken would automatically lay down to have their legs tied for the next trip."

But in grandpa's middle years he found the company doctor's exam a little tougher, while younger boomers were crowding old timers off the road. So he finally settled down on the Cotton Belt for his last years running freight and passenger trains between Jonesboro, Arkansas and Valley Junction, Illinois.

Shortly afterwards, his three sons-Roy, "Fats", and my future dad went braking on the same road, to be joined later by their two sisters, Cora and Flora, who worked in the railroad office, Aunt Cora eventually married the night general yardmaster at Illmo, my uncle Jack Vittitow. On one run Grandpa had all three boys as brakies, which made him mighty proud. One day he had engineer Nichols and fireman Penny, he coined the phrase, "Church and six cents." The general yardmaster at Jonesboro had asked the call boy who was the crew on No. 16, and Grandpa piped up the answer that became a classic.

One night my ancestor was called for a drag out of Illmo, an undesirable run, and when he reported for duty he found that Uncle Jack's "snakes" (railroad lingo for switchmen because of the large "S" in their union's name) were celebrating pay day in their usual alcoholic manner and fouled up the Illmo yard. The old man thereupon gave his son-in-law a tounge lashing for his inability to keep his men in line.

"When I was G. Y.M. on the Bonne Terre in 1890," he stormed, "my men never got out of hand like this. Every pay day I kept my eyes on them all day long."

Suddenly a bang from the switching lead indicated that some snake had made an especially rough coupling.

"Mr. Church," drawled Uncle Jack with his usual dry humor. "I don't have to watch my men work, I can always hear them." Then turning to his chief yard clerk; "give Mr. Church his waybills, the boys have just put his caboose on the train."

The old conductor dashed out of the yard office with the laughter of the clerks in his ears. True to Uncle Jack's statement, a pay day happy switchman named "Snakey" Moore had topped off the drag with the "Old Man's" caboose, leaving it in shambles.

One bright starlight night my father, who was working the smokey end of the crew, his two brothers were doing honors on the rear with Grandfather keeping a close watch over the three boys, their train crawling through "Rattlesnake Curve" on Crowley's Ridge at a snail's pace when Dad saw a pair of wheels away back in the train emitting sparks like a pin-wheel.

Dad waited for someone to emerge from the caboose and walk over the top of the train to release the air-brake that was sticking. Uncle "Fats", who was working the swing evidently wasn't on the job, neither was Grandpa or Uncle Roy as the train went into the other leg of the curve, the sticking brake pulled the train down slower.

"Guess I'll drop off myself and get that brake," Dad told the engineer.

Unloading from the engine he let the train drag past him. Finding the sticking brake released it and then

waited for the caboose to come by him. Catching the crummy he was still wondering why no one saw the sticking brake coming around the reverse curve. His unspoken question was answered when he saw his Dad and his brothers sound asleep.

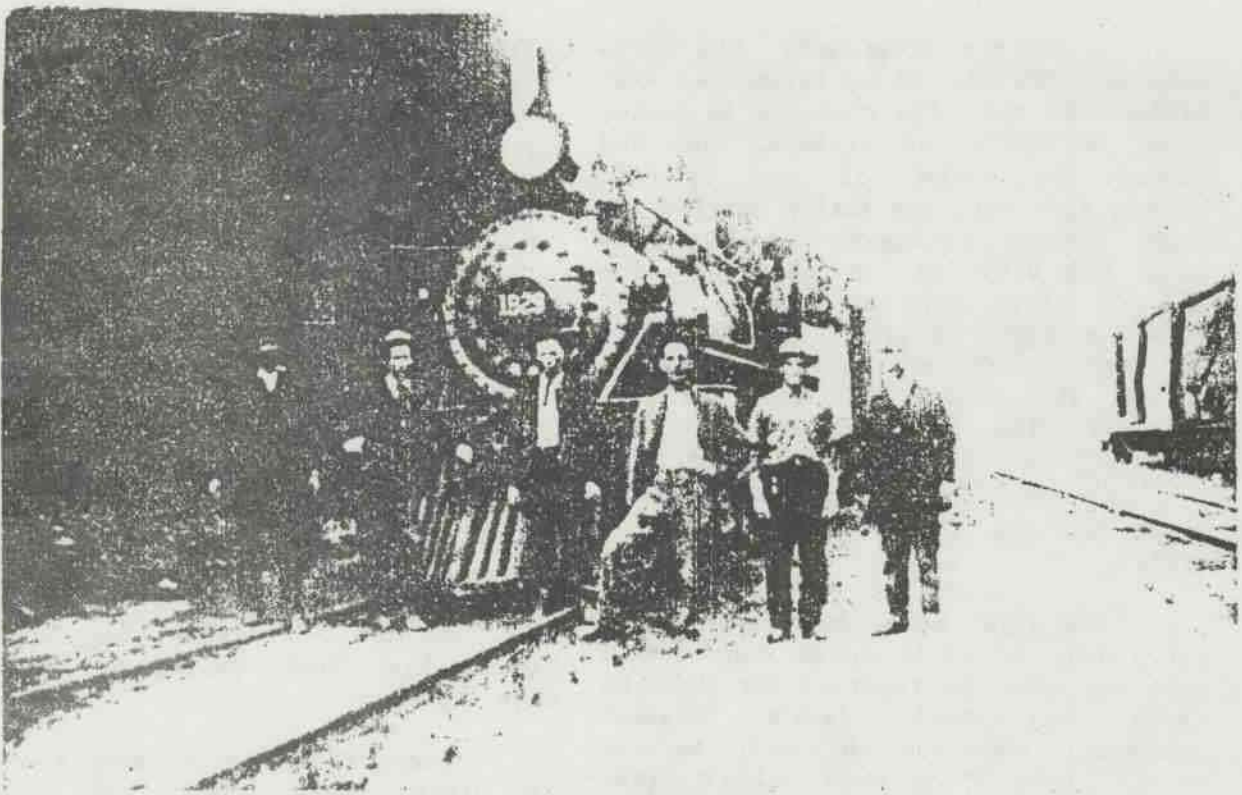
This was too good to pass up, Dad must have been grinning broadly as he saw the family lunch basket and a hot pot of coffee on the stove. Dad found a clean dope pail in one of the bunkers, filled it with clean cotton waste, and emptied the lunch into it. Drank his fill of the coffee and poured the rest out. The three rear men slept through it all. Dad then jerked out his lamp, picked up the bucket of lunch and walked over the top of the train back to the engine where the head end crew enjoyed the "Old Man's" lunch.

Later, at Jonesboro Dad noticed a marked coolness between the brothers and their Dad. It was evident from their actions they thought that two of them had caught the other one asleep and ate the lunch. No one would admit they had fallen asleep. This coolness soon broke up the crew.

A little later my two uncles went on the boomer trail while Dad stayed on the Cotton Belt and was a conductor before his 21st birthday. Dad said he never had the courage to tell his Dad that he had caught him asleep on the job and made off with his lunch.

(Authors note: R. W. Church retired from the Cotton Belt with fifty one years of service.) Railroad Magazine 1974. Copyright by Carstens Publications. Used with permission.

#### ILLINOIS CENTRAL RAILROAD 1900



T H E E N D

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(CLUB NEWS continued from Page 2)

**OUR SHOW & SALE** will be Saturday, June 2 at the Fisher National Guard Armory, 2600 Poplar Street, North Little Rock (close to Bonanza), running from 9:30 AM until 3:00 PM. \$2.00 admission charge. Set-up time will be 5:00 - 8:00 PM the Friday before as well as early Saturday morning. If you want a table, you still have a month to reserve one (\$17, ALL 8-foot tables). Contact:

Mr. E. A. Hille  
224 Dennison  
Little Rock AR 72205  
501-374-5383

Mr. William T. Church  
5619 Bel Caro Place  
North Little Rock AR 72118  
501-753-4582

Thanks go out to the many involved in setting up this event. There has been good advertising this year (with the regular flyer as well as with the single-sheet flyers copied free by Robert and Mae Condray). PLEASE distribute these around the state. Indeed...June will be a busy month for railfans in this area.

**STORY GETS NEW MEMBER/STARTS NEW ORGANIZATION** - The World War II story called "Hog On The Loose" by William Church, which was published the November RAILROADER (about railroading in the Persian Gulf region), inspired JOHN P. PETERSON of Ishpeming, Michigan to join the Arkansas Railroad Club. He, along with B. B. Morgan of Couch, Missouri and Peter McCann of Colorado Springs, Colorado, were involved in this story back in April 1943.

Not only did Mr. Peterson join our club, he started one of his own consisting of retirees of the World War II era. They meet every three months. Mr. Peterson is a retired conductor of the LS&I Railroad in Michigan.

**BOYS CLUB MODEL TRAIN MEET** - The Billy Mitchell Boys Club of Little Rock will hold its second annual Open City Model Train Meet on May 19 and 20 at the Billy Mitchell Boys Club, 3107 West Capitol, Little Rock. There is a \$1.00 admission charge. Hosts are the Boys Club and the Southwest Independent Modular Railroaders. The Arkansas Railroad Club will have a table there (someone from our club will staff the table, even though May 20 is the date of our tour of the Union Pacific Dispatchers Center).

**OPERATION LIFESAVER FACTS** - Union Pacific Superintendent for North Little Rock Steve Hefley gave a few facts about U.P. in this area. For one, it is the largest employer in the state of Arkansas, having 2400 general area employees. The Jenks Shops in North Little Rock employ 1200. Mr. Hefley then turned the program over to Teddy Hefley, a U.P. conductor, who talked on Operation Lifesaver and showed a moving video involving high school students killed in a train-car collision. He said there have already been 24 crossing accidents in the state this year at the state's 3,800 crossings. He wants us to all spread the word about crossing safety.

Mr. Eakles Hille, a retired (18 years ago) Missouri Pacific engineer, told how hard it was on the engineer of a train hitting a car since they know there is no way a train can stop. Even though he never was involved in a fatal accident, he said the engineer feels awful every time he crosses that same road again.

(See the Operation Lifesaver essay on Page 12, as sent in by Cotton Belt Operation Lifesaver Representative and Arkansas Railroad Club member Don Puckett).

**POTHOLE (oops...I mean train) CHASING** - Back in March, Matt Ritchie and myself went in his Geep on a trek along the Van Buren Subdivision of the Union Pacific to scout out good places to photograph trains. Along the way, as we veered off the beaten path, some of the roads were of dinosaur vintage with ancient craters of bygone volcanos,

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and we drove right in them! However, there were many good views of trains and tracks also, so I can't complain. Its amazing how good a view you can get of trains from potholes!

20 YEARS OF BEING TREASURER - Dick Byrd has been the Arkansas Railroad Club's treasurer since its inception in 1969 and the Board of Directors on April 8 voted to show its appreciation for this long tenure of service. We all appreciate this dedicated service.

"RAILROADER INDEX" FOR SALE - James Fair, Jr., of Austin, Texas, has made up a 17-page index of stories written in the ARKANSAS RAILROADER since its beginning in 1970. If you'd like one of these, send \$2.00 (check made out to the Arkansas Railroad Club) to:

KEN ZIEGENBEIN - INDEX  
905 VALERIE DRIVE  
NORTH LITTLE ROCK AR 72118

SHURFINE LABELS continue to earn money for the club. Collect these labels and turn them in to the club at our Sunday meetings. They earn 2 cents each for the club.

CHARTER MEMBERS - Here is a list of, hopefully, correct Arkansas Railroad Club charter members. Thanks to Louis Koeppé of Kearney, Nebraska and John Martin of Little Rock for the membership lists from the early 1970s:

W.M. ADAMS -- DAVID B. BOGARD -- C.R. BYRD -- WENDELL CHESSHIRE -- BILL CHURCH -- MRS. WILLIAM CHURCH --  
W.E. COUCH -- LEROY GARRISON, JR. -- ANTHONY GRIGSBY -- RICHARD GRIGSBY -- JOHN BASKIN HARPER -- GEORGE  
HOLT, JR. -- MRS. GEORGE HOLT, JR. -- CLIFTON E. HULL -- JOHN L. KEMPLE -- LOUIS R. KOEPPÉ -- T.W.M.  
LONG -- JOHN MARTIN, JR. -- R.W. MCGUIRE -- JOHN A. MILLS -- PAUL F. MOON -- WALTER J. O'Rourke -- C.H.  
OST -- WARREN H. PELTON -- BILL POLLARD -- PHIL POWLEDGE -- BOYD T. PYLE -- WILLIAM K. ROBBINS, JR. --  
JERRY RUSSELL -- RICHARD RYKER -- EARL SAUNDERS -- JACK F. SEE, JR. -- THOMAS E. SHOOK -- JIM WAKEFIELD  
-- J. HARLEN WILSON -- STANLEY WOZENCRAFT -- ROBERT B. WRIGHT -- BRUCE L. YOUNG

Of the charter members above, the following are no longer with us on this earth.: GEORGE HOLT, JR. -- EARL SAUNDERS -- C.H. OST

If anybody knows of anyone else that should be on this list, or of anyone else who has died, please let me know. Thanks.

NEWSLETTER DEADLINES - To subscribe to the K.I.S.S. principle (Keep It Simple Stupid), I've decided to make the 15th of each month the deadline for the next month's RAILROADER. That is...May 15th will be the deadline for the June issue, June 15th the deadline for the July issue, etc. Of course, there will be times when I can get things in when I receive them AFTER the 15th, but don't bet on it. Thanks for your cooperation.

F&P ANNIVERSARY - As noted in the April issue, the Fordyce & Princeton Railroad of Fordyce is celebrating its 100th anniversary this year and will hold special train rides and have special exhibits at the annual Fordyce-on-the-Cotton Belt festival April 27-29 (the 819 was slated to run to Fordyce from Pine Bluff, also, and our club was to be riding over portions of the return trip Sunday, April 29.)

In honor of this 100th anniversary, the Fordyce & Princeton 6-page story by John Martin is presented, starting on page 3. Bob McManus, the General Manager of the F&P, is a club member and has given us free train rides in the past.

Also of note is the fact that the former Rock Island line, over which the F&P operates south of Fordyce to Crossett, is now upgraded to all welded rail and is truly a first class operation. Headquarters of the F&P is in the former Rock Island depot in Fordyce (the old Cotton Belt depot is still standing in Fordyce, also).



**UPDATED MAILING LABELS** - You will notice that most of you now have the Zip-plus 4 zip codes on your mailing labels, along with the official Post Office street abbreviations for your address. I had my computer mailing list upgraded by the Post Office (they do this free), so the address you see is what the Post Office lists as your official address in their computer systems. If any discrepancies occur, please let me know and I will also advise the Post Office of any errors.

Of special note is the new zip code for Sherwood. It is now 72120 (formally 72116).

ARKANSAS RAIL NEWS

- - - - - **"COTTON BELT STAR" (819) SCHEDULE TO ST LOUIS** - - - - -

Here's the schedule again for the 819 trip to St. Louis (as of this writing, the 819 was to also have run to Fordyce again April 27-29):

<u>TUESDAY, JUNE 12</u>	<u>WEDNESDAY, JUNE 13</u>	<u>SUNDAY, JUNE 17</u>
Lv. PBluff 8:00 AM	Lv. Illmo 8:00 AM	Lv. Valley Jct 8:00 AM
Ar. Stuttgart 8:50 AM	Ar. Chester 9:45 AM	Ar. Chester 9:40 AM
Lv. Stuttgart 9:01 AM	Lv. Chester 10:15 AM	Lv. Chester 10:10 AM
Ar. Brinkley 9:50 AM	Ar. Valley Jct 12:01 PM	Ar. Illmo 12:01 PM
Lv. Brinkley 10:20 AM		Lv. Illmo 12:30 PM
Ar. Hkory Rdg 11:15 AM		Ar. Dexter 1:40 PM
Lv. Hkory Rdg 11:25 AM		Lv. Dexter 1:50 PM
Ar. Jonesboro 12:15 PM		Ar. Malden 2:20 PM
Lv. Jonesboro 12:45 PM		Lv. Malden 3:00 PM
Ar. Paragould 1:35 PM		Ar. Paragould 4:01 PM
Lv. Paragould 1:45 PM		Lv. Paragould 4:10 PM
Ar. Malden 2:45 PM		Ar. Jonesboro 4:40 PM
Lv. Malden 3:15 PM		Lv. Jonesboro 5:10 PM
Ar. Dexter 3:42 PM		Ar. Hkory Rdg 6:01 PM
Lv. Dexter 3:50 PM		Lv. Hkory Rdg 6:10 PM
Ar. Illmo 5:00 PM		Ar. Brinkley 7:05 PM
		Lv. Brinkley 7:35 PM
		Ar. Stuttgart 8:20 PM
		Lv. Stuttgart 8:30 PM
		Ar. PBluff 9:30 PM

For more information, contact:

COTTON BELT RAIL HISTORICAL SOCIETY  
P. O. BOX 2044  
PINE BLUFF AR 71613

Phone: 501-541-1819

**FAMILY SETTLES \$13 MILLION SUIT AGAINST RAILROAD** - (Pine Bluff) - Four Jefferson County residents settled a \$13 million federal court lawsuit March 16 that alleged they were entitled to damages as a result of the Cotton Belt derailment of June 9, 1985. The railroad agreed to settle with the family by paying an undisclosed sum of money. The agreement was described as a mutual settlement between the four residents and the railroad. (ARKANSAS DEMOCRAT, March 17, 1990)

**APPEALS COURT FORCES RAILROAD TO PROMOTE BLACK MAN** - (Little Rock) - A federal appeals court ordered Missouri Pacific to promote a black man, who alleged the railroad refused to promote him because of race. He had first sought promotion into management with the railroad in 1983. (Missouri Pacific is now Union Pacific). (ARKANSAS DEMOCRAT, March 15, by Larry Ault)

**RAILROAD TO GIVE CABOOSE TO NORTH LITTLE ROCK** - (North Little Rock) - A Union Pacific caboose was to be given to the city of North Little Rock and converted into playground equipment in April. The caboose will be put in Burns Park, the nation's second largest city park, where it will be converted into a slide for children. Apparently, the Union Pacific decided to donate at least one more caboose to a city after stating that it would no longer do so. Apparently, North Little Rock is so important to the railroad that it went ahead and gave one to the city anyway.

**DEPOT PRESERVATION** - (Carlisle) - The Carlisle Rock Island depot has been nominated to the National Register of Historic Places. And...Lonoke's old Rock Island depot has been restored also. That means that 2 of 4 R.I. depots in the county will continue to be around for future generations to enjoy. These depots are along the old Rock Island Sunbelt Line in eastern Arkansas. Of course, the Hazen depot has also been restored.

*PET PEEVE #6 - Wrong bank or other temperature signs. These temperature signs are almost always wrong, with a few exceptions. DO NOT BELIEVE THEM!*

**AMTRAK AT TEXARKANA UNION STATION** - (Texarkana) - After 10 months of negotiations, Amtrak and Terminal Station, Inc. - the owner of Texarkana's Union Station - jointly announced February 28 that Amtrak has signed a 10-year lease to operate out of the refurbished downtown Texarkana station. Amtrak is studying either enlarging its present facility, located on the east end of the old station, or moving to a more advantageous area of the building. This advantageous area of the building is the recently refurbished main lobby.

Amtrak officials will enter into negotiations soon concerning the company's moving its terminal to inside the main lobby. The main lobby, featuring a delicatessen, opened to the public March 5. Another restaurant is scheduled to open soon.

Terminal Station, Inc. purchased the dilapidated building in 1989. Before then, the floors were covered with debris and the ornamental wood door frames were scarred and chipped. Empty cans and bottles were strewn throughout the building. However...it is now looking very nice inside. (TEXARKANA GAZETTE, March 1, 1990 by Doug Myers).

**DANGEROUS CITY** - (Conway) - Union Pacific officials say Conway is one of the most dangerous cities for railroad accidents in the country. Since 1978 there have been 49 train-car accidents in the city, resulting in 11 fatalities and 31 injuries. The Conway area has 24 crossings in a four-mile stretch, and 19 of them are within the city limits.

**BOXCAR UP FOR BIDS** - (North Little Rock) - The National Kidney Foundation's newly created Car Care Program has raised nearly \$30,000 from the public donations of cars that are no longer used. To celebrate the success of this program, the Foundation asked Union Pacific for a contribution. The answer was a boxcar that was to be auctioned off April 20 in North Little Rock with proceeds going to the Kidney Foundation. Last year U.P. donated a caboose for this same purpose.

**TRAINS COLLIDE** - (Texarkana) - Two Union Pacific trains collided March 6, setting off a 16-car derailment that sent boxcars and tank cars toppling off onto U.S. Highway 67. The trains were traveling parallel on separate tracks, but in the same direction when an incorrect track switch put both on the same track, causing one train to plow into the side of the other. They were headed eastbound toward North Little Rock. The train that was struck was traveling 17 MPH. The train that struck it was traveling 5 MPH.

The dispatcher gave the crew of the train being switched authorization to proceed, but also instructed the crew to visually check the switch. Union Pacific's investigation is focusing on human error. (TEXARKANA GAZETTE, March 7, by Jeff Zent)

**RAILROAD FACES SUIT IN TEENAGER'S DEATH** - (Little Rock) - The mother of a 13-year old who died in a train accident in 1988 sued Union Pacific April 5 in a negligence suit for more than \$3 million. The boy died December 5, 1988, of injuries received the previous day in the accident.

The suit alleged that at 4:05 PM December 4, 1988, the railroad was operating a train traveling south on 34th Street in Little Rock. The 13-year old boy was playing on top of a railroad car that had been parked unattended near the Arch Street overpass. While he was on top of the car, it was struck by a second railroad car being moved by a U.P. engine.

The cars were being coupled together when the boy either jumped off or was knocked off the car and struck the ground with his arm lying across the track. After the cars coupled, the engine reversed directions and allegedly ran over the youth, cutting his arm from his body and causing injuries that resulted in his death. (ARKANSAS DEMOCRAT, April 6, 1990)

#### 1987 TRANSPORTATION PASSENGER COMPARISONS

AMTRAK	BUSSES	AIR
20,727,000	74,000,000	416,000,000

**TWO-YEAR-OLD BOY DIES AFTER BEING STRUCK BY TRAIN** - (Brinkley) - A 2-year-old boy walking down railroad tracks behind his parents April 3 was struck and killed by a Cotton Belt train that came up behind him. Robert and Darline Snelgrove, parents of Bobby, the 2-year-old, told police they were walking several yards in front of their son when they heard the northbound freight approaching.

The father went running back that way and didn't get there in time, according to Brinkley Police Chief Jimmy Burrow. "The train struck Bobby about 200 yards from his house. It didn't run over him. It hit him in the head and knocked him out of the way," Burrows said.

The police also said the child was running in the crossties right beside the tracks when the cowcatcher caught him and knocked him ten feet away. (BRINKLEY ARGUS, April 4, 1990)

**RAILROADS ARE DANGEROUS!!** - The above two sad news stories prove that playing on or near railroad tracks is dangerous. Transients have learned this over the years. We all need to remember, too, that railroads are PRIVATE PROPERTY and that you are trespassing every time you set foot on one.

#### GENERAL RAIL NEWS

**ST LOUIS CONVENTION UPDATE** - The St. Louis Convention of the NRHS will be June 13-17, 1990. See copies of the official flyer elsewhere in the RAILROADER for trips planned as well as an order blank you CAN USE if you'd like to participate.

Steam engines present will be (NOT NECESSARILY in order of importance):

1) UNION PACIFIC 844 (heading NRHS excursion June 14 to Findlay Jct., IL and outbound special June 18 to Kansas City - the latter by arrangements of the Smoky Hill Railroad Historical Society, P.O. Box 224, Grandview MO 64030 or call 816-331-0630 for that organization.

The 844 is also scheduled to arrive in North Little Rock Friday, June 8 from Van Buren, then leave North Little Rock for St. Louis Sunday, June 10. However, this trip is not open to the public.)

2) COTTON BELT 819 (running inbound special from Pine Bluff to Illmo June 12 then Illmo to St. Louis June 13, returning St. Louis all the way to Pine Bluff Sunday, June 17. Contact the Cotton Belt Rail Historical Society, P.O. Box 2044, Pine Bluff AR 71613 or call 501-541-1819 for this organization. The 819's official NRHS excursion will be from St. Louis to Illmo, Sunday, June 17 with passengers then bussed back to St. Louis.)

According to the April 1990 GATEWAY RAILLETTER of the St. Louis Chapter, on the northbound 819 trip on Tuesday, June 12, a stop will be made at Delta, Missouri, where the 819 will meet 2-4-2 No. 5 of the St. Louis, Iron Mountain & Southern tourist railroad for a photo opportunity.

3) NORFORK & WESTERN 1218 (running inbound special from Columbus, Ohio to St. Louis beginning June 9 via Cincinnati and Louisville. Contact the Roanoke Chapter NRHS, P.O. Box 13222, Roanoke VA 24032 or call 703-389-3935 for this organization. The 1218 will not run an official NRHS excursion during the convention. The 611 will be under repair until July, so the 1218 was chosen for this trip.)

4) FRISCO 1522 (running NRHS excursion Saturday, June 16 to Newburg, Missouri along the old Frisco line through the Ozarks. This is St. Louis's "hometown" steam engine.)

I heard a few months ago that they will try to pose some of these engines in front of Union Station in St. Louis sometimes during the convention, but there was nothing stating this fact in the official brochure for the convention, so don't get your hopes up too high.

For general information on this historic convention, call 314-838-5145, 7-10 PM CDT M-F or 1-5 PM CDT S-S.

A reprint of the ticket/event order form is in this newsletter, which you can use. Note that if you are not a member of the NRHS, your orders won't be processed until May 17.

SP/D&RGW'S FIRST YEAR - Southern Pacific Railroad had an operating loss of \$66 million in 1989. On the brighter side, SP Transportation Company had net income of just over \$98 million with real estate sales and income from fiber optics systems along SP right-of-ways making most of these profits. D&RGW RR in 1989 had operating income of about \$33 million.

For SP, carloads increased 4 percent, but the average revenue per carload dropped about 6 percent. D&RGW carloads increased 15 percent in 1989, while their revenue per carload dropped 1 percent. SP's operating costs rose more than revenue, partly because of 20 new daily trains started during the year.

Much of SP's earnings erosion come directly from competition from other carriers and rising operating costs, especially the large increase in fuel prices. (SOUTHERN PACIFIC BULLETIN, February 1990)

ON THE OTHER HAND, UNION PACIFIC had a net profit of \$547 million in 1989, up 6 percent from a year earlier, despite a 17 percent increase in fuel prices. UP's carloadings increased 1 percent. (ANNUAL REPORT)

KCS HISTORY - The newest issue of the NATIONAL RAILWAY BULLETIN, NRHS, Volume 55, No. 1 (WHY don't they put DATES on their bulletins????) has a very long and good article on the Kansas City Southern with lots of pictures. These bulletins are getting better all the time, covering more rail news outside the northeast.

LARGE STEAM MEET? - Kansas Senator Bob Dole is reportedly

spearheading a major celebration to mark the 100th anniversary of Dwight Eisenhower's birth, in October, to take place in Abilene, Kansas. A major part of the celebration would be trainloads of veterans arriving in Kansas City from around the country in trains powered by STEAM or EARLY DIESEL power. UP and NS have committed their participation, and BN is looking for a suitable train and appropriate steam or diesel power. BN has also inquired about leasing the "NEBRASKA ZEPHYR" trainset and E5 from the Illinois Railroad Museum and is inspecting select steam engines from all BN predecessors with the idea of returning one or more to service. (BN has really turned around in its attitude regarding running steam engines on its tracks, with the 1522 NRHS excursion from St. Louis in June a good example). (BURLINGTON NORTHERN HISTORICAL SOCIETY newsletter, via THE CLEARANCE CARD, SW Railroad Historical Society)

**"JOB AMNESTY" AT U.P.** - Union Pacific will offer "Job Amnesty" to any U.P. employee who has made a fraudulent or exaggerated claim. To take advantage of this offer, an employee needs to come forward and tell them what happened and then to agree to an arrangement for repaying the money. This offer will expire July 1, 1990, after which time the U.P. will step up its effort to curb false injury claims. Union Pacific paid out \$199 million in personal injury claims in 1989. (Mike Walsh, chairman in INFO MAGAZINE, March 1990)

#### AMTRAK NEWS

**CHICAGO-FLORIDA ROUTE?** - According to the WHITE FLAG EXTRA, publication of the Owensboro, Kentucky NRHS, Amtrak is considering beginning a new train from Chicago to Miami via Nashville and Atlanta to Jacksonville. All this depends on equipment availability and whether or not the train would cover its costs.

**OTHER AMTRAK NEWS** will be in future RAILROADERS. I have not received my Amtrak press shipment yet this month.

**NEWS UPDATED** through April 15, mailed April 30.

The following is from the March 26, 1990 edition of NEWSWEEK and was given to your editor by his boss at the National Weather Service:

Those working on the railroad have always had a language of their own. Here is an update from behind the scenes at Amtrak:

**Foamer:** A basic rail fan, i.e., one who "foams at the mouth" when he talks or thinks about trains.

**Glazer:** Avid foamers. They foam and their eyes glaze over at the mere thought of a train.

**FLM:** (Pronounced "flim") Fan living with mother. Beyond even a glazer. This fan has no interests other than trains. Usage: "Theres a flim in the dome car who is driving us nuts with questions."

**Amshack:** Small modern station built to a standard design.

**Stabbed:** (verb) To make a train late because of factors other than the crew or faulty equipment. Usage: "The dispatcher in Harrisburg stabbed train 14."

**U.P. 844 TO BE IN LITTLE ROCK** - Union Pacific's 844 steam engine will be coming through Little Rock on its way to St. Louis for the NRHS convention. It will come into the area from Van Buren on Friday, June 8, arriving in the afternoon, and then leave for St. Louis on Sunday, June 10. The schedule is tentative. No passengers will be carried.

# 1990 NRHS CONVENTION OFFICIAL TICKET AND EVENT ORDER FORM

NRHS Members MUST include their membership number. No non-member orders processed before 5/17/90. Photocopies of this form accepted. Please indicate the two seminars/workshops you PLAN to attend, and the days you PLAN to buy the buffet breakfast service at a Convention Hotel. Please make checks payable to St. Louis Chapter NRHS. Mail to: St. Louis Chapter NRHS, 1135 Colonnade Center, Suite 321, Des Peres, MO 63131. Please print or type.

## WEDNESDAY, JUNE 13, 1990 (Pre-Convention Day)

	Price	Quantity	Total
• Event 1 — River and Rail Dinner Cruise	\$ 49.00	_____	\$ _____
• Event 2 — Night Photo Session	\$ 25.00	_____	\$ _____

## THURSDAY, JUNE 14, 1990 (Day One)

• Event 3 — Union Pacific 844 Excursion to Findlay Jct., IL			
3A — First Class	\$279.00	_____	\$ _____
3B — Deluxe Coach	\$229.00	_____	\$ _____
3C — Standard Coach	\$149.00	_____	\$ _____
• Event 4 — St. Louis Sightseeing Tour	\$ 39.00	_____	\$ _____

## FRIDAY, JUNE 15, 1990 (Day Two)

• Unticketed Event — Morning Seminars and Workshops	No charge		
Enter program numbers you plan to attend:			
Session 1 Program # _____	Session 2 Program # _____		
(9:00 - 10:15 AM)	(10:30 - 11:45 A.M.)		
• Event 5 — Museum of Transport Tour	\$ 18.00	_____	\$ _____
(Lv 9:00 AM, return 1:00 PM for Board meeting)			
• Event 6 — Museum of Transport Tour	\$ 12.00	_____	\$ _____
(All-afternoon tour: Lv 1:15 PM, return 4:30 PM)			
• Event 7 — Annual Banquet	\$ 33.00	_____	\$ _____

## SATURDAY, JUNE 16, 1990 (Day Three)

• Event 8 — Frisco 1522 Excursion to Newburg, MO			
8A — First Class	\$239.00	_____	\$ _____
8B — Deluxe Coach	\$189.00	_____	\$ _____
8C — Standard Coach	\$119.00	_____	\$ _____

## SUNDAY, JUNE 17, 1990 (Day Four)

• Event 9 — Cotton Belt 819 Excursion to Illmo, MO with return bus			
9A — First Class	\$ 191.00	_____	\$ _____
9B — Standard Coach	\$ 99.00	_____	\$ _____

• NRHS Member Registration Fee (Required ONLY if NOT pre-registered; includes member, spouse, dependent children) check if pre-registered <input type="checkbox"/>	\$ 13.00	_____	\$ _____
• Non-Member Registration Fee (Required for ALL non-members) (Includes registrant, spouse, and dependent children)	\$ 18.00	_____	\$ _____

**GRAND TOTAL** \$ \_\_\_\_\_

(U.S. Funds only)

### • IMPORTANT

May we substitute a lower service class on any train if the class you ordered is sold out? — Yes — No  
 Are handicapped accommodations required? (If so, we will contact you for particulars). — Yes — No  
 Days you plan to buy buffet breakfast service at your Convention Hotel: — Thurs. — Fri. — Sat. — Sun.  
 (Does not apply to Drury Inn guests)

Name \_\_\_\_\_ Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_ Phone (evening) \_\_\_\_\_

NRHS Membership No. (REQUIRED for members) \_\_\_\_\_

Form of payment: — Check or money order — MasterCard — VISA (Payment in full required)

MC/VISA Acct. No. \_\_\_\_\_ Expiration date \_\_\_\_\_

Name exactly as on card \_\_\_\_\_

Cardholder signature (REQUIRED) \_\_\_\_\_

For name badges: Chapter \_\_\_\_\_ Title, if officer \_\_\_\_\_

Spouse or other family member name, if attending \_\_\_\_\_

Remember...no non-members of NRHS will have their orders processed before May 17. You may use this form to order tickets/events, according to the second line at top.

INFORMATION NUMBER: (314)-838-5145, 7:00 PM - 10:00 PM CDT Monday-Friday or  
 1:00 PM - 5:00 PM CDT Saturday-Sunday

They will take MasterCard or VISA as well as a check.

In the manner of David Letterman: TOP 10 REASONS TO BE A RAILFAN:

- 10) Sitting trackside beats pushing a lawnmower.
- 9) It teaches you the two minute meal.
- 8) There are too many trucks to chase.
- 7) Others actually appreciate your vacation pictures.
- 6) Chug, Chug, Chug beats burp, bump, fall down.
- 5) Creosote preserves.
- 4) Sylvia makes great brownies.
- 3) No need to dress up, railroads are never in the better parts of town.
- 2) Trains don't fall from 30,000 feet.  
And...the number one reason to be a railfan:
- 1) How else would Matt get a free ticket on Amtrak?

(Above by our Vice-President, Bart Jennings)



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JOIN THE ARKANSAS RAILROAD CLUB

Dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. Dues are for calendar years January through December, so if you pay in the middle of the year, please prorate the payments (for instance, if you pay in June, pay only \$5.00 for the rest of that year). Dues are always due January 1st of each year. You may also join National Railway Historical Society through the club by paying \$12 additional per year (total payment for Arkansas residents \$22.00.)

Membership entitles you to receive the ARKANSAS RAILROADER for the term of your membership. It is published monthly.

RENEWAL

NEW MEMBER

CHANGE OF ADDRESS

YOUR NAME \_\_\_\_\_

YOUR ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

TELEPHONE NUMBER ( ) \_\_\_\_\_

Make your check out to the "Arkansas Railroad Club" and mail to:

Dick Byrd, Treasurer  
12 Flintwood Drive  
Little Rock, Arkansas 72207

(NOTE: This address for dues only)

For Change of Address or other concerns about the ARKANSAS RAILROADER, write to this address:

Ken Ziegenbein, Editor  
905 Valerie Drive  
North Little Rock, AR 72118

WELCOME ABOARD!!!

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The Arkansas Railroad Club is a non-profit organization that meets on the second Sunday of the month. This month the meeting will be held on MAY 20 at the Union Pacific Dispatching Center in North Little Rock. We are a chapter of the National Railway Historical Society. Programs are presented.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed in time to be received before the monthly meetings. In order to receive this publication, you must be a member of the Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out-of-state. The RAILROADER is mailed to all members automatically.

If you would like to join, send your check made out to the "Arkansas Railroad Club" to: DICK BYRD, Treasurer, 12 Flintwood Drive, Little Rock, AR 72207. You may also join the National Railway Historical Society through our Club by paying \$12/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. EVERYTHING having to do with the ARKANSAS RAILROADER should be sent to the address below left, such as stories, pictures (prints only, any size), diagrams, ADDRESS CHANGES, etc.:

NEWSLETTER:

KEN ZIEGENBEIN, Editor  
905 VALERIE DRIVE  
NORTH LITTLE ROCK AR 72118-3160

TREASURER:

DICK BYRD, TREASURER  
12 FLINTWOOD DRIVE  
LITTLE ROCK AR 72207

OTHER CLUB BUSINESS:

ARKANSAS RAILROAD CLUB  
P. O. BOX 9151  
NORTH LITTLE ROCK AR 72119

Phone: (501)-758-1340

NOT FOR DUES



ARKANSAS RAILROADER  
c/o Ken Ziegenbein, Editor  
905 Valerie Drive  
North Little Rock, AR 72118-3160

ADDRESS CORRECTION REQUESTED

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MAY 1990

- NOTE MEETING DATE CHANGED -

KENNETH ZIEGENBEIN  
905 VALERIE DR  
NORTH LITTLE ROCK AR 72118-3160